



R
388.1
Davis

July 27, 1979

M E M O

TO : Honorable Mayor and Councilmen
FROM : Melvin K. Davis, City Manager
SUBJECT : Thru Traffic Solutions

The following is a summary of thru traffic solutions that to date have been considered by the City (since 1965). Since there is considerable discussion of looking for new alternates, it is important to record first what has already been examined.

Healdsburg Ave. Extension (Easterly)

An easterly extension of Healdsburg Ave (East of Main Street) was seriously considered. It involved expensive removal of buildings, and a new bridge across the Laguna, rejoining Highway 12 somewhere east of the laguna. It was rejected by the City Council as merely moving the thru traffic problem 3 blocks NE, and as severing the City. Residents of Healdsburg Avenue objected, to the proposal. It also meant cutting thru some of the high school's property, and possibly some of the laguna high buildings.

Covert Lane Extension: (Westerly)

Similarly, considered was a westerly extension of Healdsburg Ave., down Covert, and across proposed Ragle Ranch regional park site, and joining Bodega Ave., at Spring Hill Road. This too was rejected, as being too close in to the City, of destroying a possible beautiful park, and of severing the northern part of town. Zimpher tract residents objected to the proposal. Actual plan lines had been prepared.

Widen Bodega Avenue,

This was seriously considered by the City, to widen Bodega Avenue for its entire length, to provide for 4 moving lanes, and detailed maps were prepared. The impact was severe, wiping out homes, businesses, City Hall, Library, banks and the businesses along Sebastopol Avenue. The cost and impact were so great that it was abandoned.

Petaluma Ave. Extension (Northerly)

The 1969 Sebastopol General Plan, and more recently the 1978 Traffic System Study, proposed a northerly extension of Petaluma Ave, from McKinley St. NW joining N. Main St-Healdsburg Avenue near the Masonic Temple building. Unfortunately, there would be a major hill to remove, and a number of homes and historical buildings would need to go. The expense has been estimated from one-half a million, to perhaps much greater. The expense far outweighed any benefit. And again it amounts to moving the congestion from one point in town, only 3 blocks north, to another point in town.

"Route E."

One of the most well known recent proposals was Route E, a proposed Route parallel to Petaluma Avenue, adjacent to the Laguna, from Highway 12 on the north, joining Highway 116 (S. Grav.) on the south near Fircrest Mobile home park. Some \$8,000 was invested by the City in preliminary plans. The proposal included a then-feasible financial package, calling for a general obligation bond issue and election by the city voters. (Proposition 13 has since outlawed such bond elections). On June 21, 1976, Fircrest, Hutchins and other area residents objected, and a proposed expenditure of \$12,500 by the City for a draft EIR was stopped, in response to the objections.

Downtown Parking Ban(s)

A proposal frequently raised is a total or partial parking ban of on street parking on Sebastopol's main streets, to permit speedier thru traffic flow. The City Council has indeed banned a number of such on-street stalls (some 20 plus at the main intersection, and in July, 1979, the entire length of South Gravenstein). Another 20 on street parking spaces will need to be banned when the proposed one way street system (see below) is started. The City to date has opposed a total parking ban, or a ban in the heart of downtown, Main Street. Such a ban would place faster moving traffic directly next to the sidewalks that are heaviest used by pedestrians, to possible danger of the pedestrians. The large number of moving trucks, sometimes with material that spill, would be of concern. The loss of the remaining or most of the remaining 260 on street parking stalls would have dire effects on downtown parking. Who would make up the loss? And how? The ill-effect would also be felt on nearby residential streets, as downtown employees scrambled for parking on nearby streets. A downtown on-street parking ban does nothing to remove thru truck traffic, which is perhaps the most serious part of our traffic problem now. A on-street parking ban does not help with the other serious problem of good left and right turning movements for thru traffic.

Also mentioned, from time to time, and which has indeed been tried, is an on-street parking ban only during the most congested times of day (4 to 6 p.m.). An experiment with that on Sebastopol Avenue by the Bank of Sonoma only confused motorists and was a continual headache for a very shorthanded police department to keep up with.

One-Way Street System(s)

Twice considered before, and now seriously moving forward, is a proposed one-way street system, both N-S and E-W, of Main-Petaluma Ave, and Sebastopol-McKinley & Burnett Streets. The Council has urged that the State implement this as soon as possible, and state approval is still pending. Estimated cost is a minimum of \$500,000 and may be more. It involves 3 new sets of expensive traffic lights. After another (state) hearing, and state study, the earliest this will go into effect is 1982. But it is not a total solution, and leaves many truck, pedestrian and other issues that can be resolved only by new alignments around Sebastopol.

In 1969, the peak hour traffic was 1,450 vehicles going thru the main intersection. The 1974 figure was 1800. 1977, it was 2,000. We are awaiting word now for 1978 and 1979 figures, which indicate the actual count is 10 to 20 years ahead of earlier projections!

COUNTY OF SONOMA
BOARD OF SUPERVISORS
ADMINISTRATION CENTER
SANTA ROSA, CALIFORNIA 95401
(707) 527-2241



ERIC J. KOENIGSHOFER
SUPERVISOR FIFTH DISTRICT

July 24, 1979

The Honorable Gwen Anderson
Mayor, City of Sebastopol
7120 Bodega Ave.
Sebastopol, CA 95472

Dear Gwen:

I would like to inform you of a very important public meeting which will occur on Monday, July 30, at 7:30 p.m. The meeting is intended to offer a public forum for discussion of the Sebastopol bypass issue and other transportation concerns. The meeting will be held at the Sebastopol Grange Building.

I hope that you and any interested council members or planning commissioners will be able to attend. I have called this meeting as a result of the large amount of public interest demonstrated in the bypass issue. Hopefully, this meeting will provide interested members of the community with information and will provide me and county government with a better sense of the attitude of our community toward transportation and traffic movement.

Again, I hope you will be able to attend.

Sincerely,

A handwritten signature in dark ink, appearing to read "Eric", is written over the word "Sincerely,".

Eric J. Koenigshofer
Supervisor, Fifth District

EJK:mjt

NOTICE OF PUBLIC MEETING

THE SONOMA COUNTY PLANNING AND PUBLIC WORKS DEPARTMENTS WILL HOLD A PUBLIC MEETING ON THE ISSUE OF THE SEBASTOPOL BY-PASS ROUTE. THE PURPOSE OF THIS MEETING WILL BE TO DISCUSS WITH THE PUBLIC THE MAIN TOPICS OF:

- 1 OVER-ALL TRANSPORTATION IN THE GREATER SEBASTOPOL AREA.
- 2 REVIEW OF TRANSPORTATION PROGRAMS IN THE GREATER SEBASTOPOL AREA.
- 3 WHAT REMAINS TO BE DONE TO IMPLEMENT AN ADEQUATE CIRCULATION SYSTEM FOR WESTERN SONOMA COUNTY.
- 4 OTHER TRANSPORTATION CONCERNS IN THE GREATER SEBASTOPOL AREA. (DENSITY, CAR POOLING, STAGGERED WORK HOURS, ETC.)

THIS MEETING WILL BE HELD AT THE SEBASTOPOL GRANGE HALL ON SEBASTOPOL ROAD, EAST OF SEBASTOPOL ON MONDAY, JULY 30TH, 1979 AT 7:30 P.M.

IF YOU HAVE QUESTIONS RELATING TO THE ABOVE, PLEASE CALL MIKE MORRISON OR TOBY ROSS AT THE PLANNING DEPARTMENT. 527-2917 or 527-2958

THE SEBAST

OUR 89TH YEAR NUMBER 45

SEBASTOPOL, CALIFORNIA

Traffic meeting not bypass

By Dan Kerbel
Times Staff Writer

That public meeting scheduled for 7:30 p.m. Monday, July 30 at the Sebastopol Grange Hall was arranged to discuss more than just a traffic bypass plan for the city, according to Fifth District supervisor Eric Koenigshofer.

Koenigshofer contacted The TIMES this week to clarify that the meeting, which is being called at his request and that of the planning staff, is intended as a general discussion about traffic options, rather than an information forum about the bypass plan, as was previously announced.

"The purpose of the meeting is to take a general approach and reopen the subject of traffic in Sebastopol to public input," Koenigshofer said. "The intention is to bring the public up to date on what the county has done with relation to traffic in Sebastopol, what work is

under way, and where the gaps are in correcting the problem."

One of the results expected from the meeting is the formation of a citizen's transportation task force, which will work with the county to provide citizen input. "There are a lot of uncertainties about what the solution is going to be," said Koenigshofer. "We have to go over the situation thoroughly."

Traffic planners have proposed a bypass route from Sebastopol Road to connect with Gravenstein Highway North and channel through traffic away from the congested intersection of Main Street and Bodega Avenue in Sebastopol. The bypass has been the subject of controversy, since it is feared the route would direct potential customers away from Sebastopol's central business district.

Koenigshofer said the bypass will be considered along with other options. "We're not talking about any particular road at this time. We're talking about a traffic problem," he said.



City of Sebastopol

CITY HALL
7130 BODENA AVENUE
SEBASTOPOL, CALIFORNIA 95472
(707) 823-7862

March 15, 1977

THOMAS R. KLINGER, JR., MAYOR

COUNCILMEN

MELVIN A. DAVIS
HERBERT E. LUKAS
THOMAS F. MILLER
DONALD W. SHATTO

CITY MANAGER

MELVIN K. DAVIS

Mr. Eric Koenigshofer
Supervisor, Fifth District
County of Sonoma
2555 Mendocino Avenue
Santa Rosa, California 95401

RE: Sebastopol By-Pass

Dear Mr. Koenigshofer:

As per your recent request, this is to recite the need of an alternative route to by-pass through traffic around the City of Sebastopol.

You are obviously aware of the serious traffic problems caused by choking vehicular congestion in our community. If the City is to remain functional we must do away with a substantial number of vehicles that are using our main streets in the central business district on a daily basis.

Recent studies show that a north-south by-pass would provide us with significant relief by:

- Removing 30% of the present left turn movements from the main intersection at Sebastopol Avenue and Main Street.
- Provide relief for Main Street, South Gravenstein, and reduce traffic on Petaluma Avenue (A residential roadway now being used by a large number of through vehicles).
- Reduce the number of vehicles that will use South Main Street in the future by 80%.

The city's main streets are now so congested it takes at times three to four signal changes to get through the main intersection. Our injury and fatal traffic accident rate far exceeds the state-wide average for a city our size. Based on empty lots already approved by the county, in Western Sonoma County, we can only foresee a gigantic traffic mess in the not too distant future unless prudent and reasonable steps are taken now.

We know that a north-south by-pass would make a significant contribution to the reduction of congestion. Your help and assistance in this matter that has been proclaimed repeatedly as our number one problem would be very much appreciated.

Yours truly,


Thomas H. Klinker
Mayor



City of Sebastopol

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7120 BODENA AVENUE
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(707) 823-7863

March 15, 1977

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CITY MANAGER

MELVIN K. DAVIS

Honorable Eric Koenigshofer
Supervisor, Fifth District
County of Sonoma
2555 Mendocino Avenue
Santa Rosa, California 95401

RE: Occidental Road #7803
County Budget, 1977-78

Dear Mr. Koenigshofer:


As per our recent meeting with the City Council, this is to confirm our request and support for Occidental Road improvement. This project is vital to the City of Sebastopol. By providing a viable through-traffic route north of the community, it would relieve the overwhelming and ever-increasing traffic congestion in Downtown Sebastopol. It would also provide residents of western Sonoma County with a safer, expeditious and less fatiguing route to Santa Rosa.

Recent studies by the County and City of Sebastopol have concluded that the vast majority of traffic generated in this City, is commuter traffic between areas outside of the city and Santa Rosa. Most of the commuters living north of the city do not use Occidental Road because it is narrow, uncomfortable to drive and hazardous. In recent years, there have been a number of fatal accidents on the roadway.

By completing this project, it would bring significant relief to our traffic problems by removing a large number of the 25,000 vehicles per day that now travel through the center of Sebastopol. It would also definitely reduce the injury and fatal accident rate on this now hazardous and substandard roadway.

On behalf of the City of Sebastopol, I urge you to take the necessary steps to insure that this project is completed and that adequate county funds be budgeted.

Sincerely,


Tom Klinker
Mayor



City of Sebastopol

CITY HALL
7120 BODEGA AVENUE
SEBASTOPOL, CALIFORNIA 95472
(707) 823-7863

HERBERT E. LUKAS, MAYOR

TRUNCULMEN

MELVIN A. DAVIS
THOMAS R. ELINGER, JR.
THOMAS F. MILLER
DONALD W. SHATTO

CITY MANAGER

MELVIN E. DAVIS

December 3, 1975

County Planning Commission
2555 Mendocino Avenue
Santa Rosa, Ca. 95401

County General Plan
Transportation Element
(SB-4)

Gentlemen:

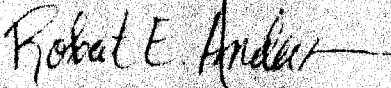
While we have endorsed SB-4 out of the 4 transportation alternates that were presented to us, we do wish to inform you of our reservations:

1. The plan is not specific enough in designating just where these transportation corridors are to be located. There is considerable consternation and concern by residents and owners about this, and a genuine query in terms of how the County or staff are going to be able to interpret such a plan without more specific designations;
2. Where wholly new roads are proposed, it has been suggested the County staff re-examine this and determine if existing roads (with improvements) could not be used with less overall damage and disruption;
3. Part of the public consternation might be resolved if examples of county road standards were specifically noted with each alternate map. The public does not have this information;
4. We are very concerned about the portion of SB-4 proposing to use Lynch Road, or proposing to be in the vicinity of Lynch Road. The present road is narrow, many of the homes are close to the road, and at present the road traverses up a very pleasant valley. It is hard to conceive of any exact location of the future roadway without doing considerable environmental damage or dislodging a number of residences;
5. Much public consternation exists over the use of terms of "plan", "concept", "corridors", etc., the public does not know what these mean;
6. People want to know when specific roads will be built, when will they have to move. Lynch Road is but one example of this considerable and genuine worry.

December 3, 1975

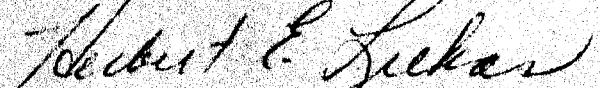
7. A large number of the public genuinely feel they have not been consulted and there has been lack of publicity and public input. Residents feel there should be prior notice to each affected owner before this point in time;
8. The plan lacks information on what each road will cost and who will build it;
9. Who finally decides when and what roads are built, is another frequently asked question.
10. What steps have been taken by the separate incorporated cities to coordinate their transportation plans, and their construction schedules, to provide for a coordinated transportation system? Are the cities and County coordinated to protect necessary future right of way over the whole 25 years? Does the County Transportation Alternates have equal enforcement within the cities? Who assures this coordination and implementation is carried out? Can such assurance be realistically given over the long life of the plan?
11. For many of the above reasons, a 25-year transportation plan may not be realistic. A shorter term may be more realistic and in turn, more understandable by the public.
12. We again request, because of considerable local interest in Sebastopol area, that the Planning Commission hold formal hearings here in Sebastopol.

Very truly yours,



Robert Anderson
Chairman
Sebastopol Planning Commission

Very truly yours,



Herbert E. Lukas
Mayor

HEL/RA:rf

cc: Mr. Casper
Mr. Toby Ross
Mr. Dennis McVeigh, "Sebastopol Tomorrow"
Mr. Walter Laabs
Mr. Don Head



City of Sebastopol

CITY HALL
7120 BODEGA AVENUE
SEBASTOPOL, CALIFORNIA 95472
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HERBERT E. LUKAS, MAYOR

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THOMAS F. MILLER
DONALD W. SHAYTO

CITY MANAGER

MELVIN K. DAVIS

August 6, 1975

Mr. Ben Goff and
Mr. Toby Ross, Advanced Planning
2979 Cleveland Avenue
Santa Rosa, Cal.

Subj: County Trans. Elements
Bypass Alternates

This is a follow up on our staff discussion of July 28th, regarding the apparent latest proposed traffic routes being considered for the County's Transportation Element. I am very concerned about the latest proposal, using existing city streets: Lynch Road and Bodega Avenue.

The problems I am concerned with are:

On Bodega Avenue

- (a) As I understand the preliminary traffic projections, under the earlier SB-1 proposal (with full East-West and North-South by-passes for Sebastopol) the result would be a reduction of average daily traffic flow on Bodega Avenue from 8,000 cars per day to 5,000.

But under the newest proposal, relying primarily on existing routes (and improving Occidental Road) there would be an increase from 8,000 cars per day to 10,000 on Bodega Avenue.

- (b) You mention that the model calls for Bodega Avenue to be a thru traffic route, with uninterrupted traffic flow. We see a number of difficulties with this concept:

- (1) Along and under Bodega Avenue within the City, are most of the City's major utility lines, of sewer, water, drainage, as well as gas, electric, and telephone. Some of these private utilities are major supply lines to western portions of Sonoma County. Every time one of these utilities needs repair, replacement, or is damaged, the thru traffic flow will be halted or disrupted. A rural route would not have this hinderance.
- (2) There are 10 cross streets along Bodega within the City limits. Cross traffic now is already having difficulty crossing Bodega, or entering Bodega, from city side streets. If Bodega is to become an increasingly through

thoroughfare by County action, the City is faced with decisions on closing some of these side streets, or signalization. Who is to pay these costs?

- (3) There are 24 older residences along Bodega with driveways but no turn arounds. These are very old homes, some 50 years of age. The residents are forced to back out onto Bodega Avenue, again disrupting the thru traffic. It is a known fact that driveways onto an arterial are disrupting to traffic flow. Is there a plan to provide new turn arounds for the private driveways? Who is to finance this?
- (4) An increasing, "uninterrupted" through traffic flow down Bodega, means severing the small town of Sebastopol into 2 separate halves. How are school children to cross from one half to another? Who is to pay the costs for busing or crossing guards?
- (5) Sebastopol is a town with a large elderly population. A major (132 unit) senior housing project is located at 7777 Bodega Avenue, as well. Whenever these elderly walk, or drive, they represent an added risk to motorists, and again can disrupt the thru traffic flow. What provision is to be made for them? Who will pay the cost?
- (6) Bodega Avenue is a major route for public safety vehicles and departments, including a brand new city fire house at Bodega and Jewel, that includes new warning signals and devices to alert and stop traffic. What happens then to the flow of thru traffic? If public safety departments are to find new locations or new routes, who is to pay that cost?
- (7) Bodega Avenue is now a major noise "conduit" with high readings of 70 decibels. Next to the 2 state highways, Bodega Avenue is by far the source of our biggest noise problem. What will be the readings of 10,000 cars per day? What action will be taken to reduce the noise level? Who will pay for it? We are also concerned with increasing truck traffic with high noise level.
- (8) This truck traffic also has loads which will or could damage structural paving.
- (9) I previously mailed a letter (dated April 30, 1975, copy enclosed) pointing out the insurance liability the City now incurs, mainly due to this overwhelming thru traffic problem we are already experiencing. If instead of relief, the thru traffic on Bodega is to increase, who is to pay that cost? What legal means have you proposed to shift the liability off the City where it does not belong?

- (10) If Bodega and other city streets, are to be part of a County thru traffic model, who is to pay for the maintenance of these streets? Is a town of 4,000 population expected to maintain a county thru traffic route? What happens to "thru traffic flow" if the City's fiscal paucity prevents us from properly maintaining the thru traffic route?
- (11) Of great importance, and common knowledge to most residents of western Sonoma County, is the increasingly unsafe traffic condition at the intersection of Bodega Avenue and the 2 state highways. 21% of all the fatal and injury accidents in Sebastopol occur there. It is the single most unsafe intersection. In addition, according to the State Office of Traffic Safety, Sebastopol, with a population of 4,000 has more traffic and injury accidents than a California city of 10,000. How do your thru traffic plans propose to relieve these unsafe traffic conditions? Or do they add to them?
- (12) The Sebastopol General Plan, which was adopted by Board of Supervisors on May 6, 1969, contains this statement:

"One of each of the required north-south and east-west bypass routes to relieve congestion at Main Street and Bodega Avenue will be built in the form of a parkway, either by the State or by the County and City, and each parkway will have a wide right-of-way, biking and riding trails, recreation opportunities and landscaped verges, limited access and grade separated interchanges."

How can your latest proposal fulfill this adopted policy?

Lynch Road

Most of my concerns on Bodega, apply to Lynch as well. Except, I certainly foresee a far worse public reaction from the Lynch Road residents, who will be surprised at the designation of their small, narrow road as a county thru traffic route.

Lynch Road now only a 40' right of way and many houses extremely close. Impact would be devastating. I see no possible way this could be an arterial route.

Very truly yours,

Melvin K. Davis

Melvin K. Davis
City Manager

MKD:rf

cc: Mr. Jack Fore
Mr. Casper
Mr. Laabs
Mr. Head

April 30, 1975

Mr. Terry Austin
JHK Associates
c/o Advance Planning Division
2979 Cleveland Avenue
Santa Rosa, Cal.

re: Transportation Element

Dear Mr. Austin:

Your presentation Tuesday night in Sebastopol, was interesting and outstanding.

One very minor point, the City of Sebastopol does already have a 1-jitney system (14 passengers) initially started 2 years ago with a grant from the State Office of Aging, and now funded by SB 325 funds. A grant application is pending to provide a "medical run" 3 days a week from Sebastopol to Santa Rosa hospitals, doctors' offices, Social Service office, and Social Security office.

With respect to the Bypass need for Sebastopol, the following insurance claims information may interest you:

Total Number of Claims, 1972 to date	19
Total Value of Claims	\$6,404,393
Number of Claims from Traffic Accidents (Through Traffic only, not City resident and not going to location within the City)	
Total Value of the 8 Through Traffic Claims	\$6,123,000

Because of this through traffic insurance burden, our insurance costs are about to double. This is an unfair burden for the City to bear. Other examples can be cited as well. Our police and fire department costs are considerably inflated by the through traffic problem.

Very truly yours,

Melvin K. Davis
City Manager

MKD:rf

cc: Mr. Casper
Walter Laabs

July 3, 1979

M E M O

TO : Honorable Mayor and City Council
FROM : Melvin K. Davis, City Manager
SUBJECT : Status Report, 1-Way Street System (State Highways 12 & 116)

It is my understanding that the State Department of Transportation will announce in July, studies (Environmental Planning Study and Stage II work program) and a time schedule, leading to beginning of construction of the 1-way couplets in Sebastopol, fiscal 1980-81. This is good news!

The time schedule proposes to call for construction bids in May, 1981. No estimated construction price is known at this time. The figure of \$500,000 is currently being used. Included in the cost are 3 new sets of traffic lights, and restriping. Recent materials tests by CalTrans reveal Petaluma Avenue and Burnett Street will need to be repaved also.

State Study

Unfortunately, the state regulations call for the CalTrans to make their own study, even though City of Sebastopol already had one prepared, ("Traffic System Study, 1978" by JKM Associates). The State's study will include new traffic counts, a noise decibel study, attention to truck traffic impacts, and historical survey along the streets involved, and other information. Arrangements on this, and exchange of information with City of Sebastopol are already underway. A "State Project Development Team" has been appointed, and has already met. (The team includes Sebastopol City Manager).

The attached time schedule gives additional information.

Costs

As noted, no definite cost estimate is known. Under the original procedural effort (of avoiding State's "5-year S.T.I.P." Street Traffic Improvement Plan and regulations), City of Sebastopol would have been called upon to pay up to approximately \$200,000 as its share. A similar amount would have been expected from the County. All this would have been needed to keep State's costs below \$200,000 and out of the 5-year S.T.I.P.

Under the current procedure, the 1-way street system will indeed be part of the 5-year "S.T.I.P." Sebastopol and Sonoma County are still expected to provide a local share, but at far less an amount. Since there is no \$200,000 State limit under "S.T.I.P.", the State's share will be much higher.

In answer to question at recent CalTrans meeting, I informed CalTrans Sebastopol's estimated share of construction costs will be somewhere between \$10,000 and \$100,000. A similar amount is to be requested from the County. Sebastopol's share will probably need to come from Bedroom Construction Tax and Article 8 (TDA funds, if then still available). The City Council will be called upon later to officially set the amount of its contribution to the project.

Commendations

I am very pleased with the State's announced time schedule. With the normal turnings of bureaucracy, I don't believe we could expect anything earlier than this.

Commendations for this step forward go to the City Council, Mr. William Lucius (Member, MTC) and to Senator Barry Keene, who have used every opportunity to press Sebastopol's request. A special thanks also goes to all the individuals and organizations who have spoke up in favor of the one way system. I hope will will again speak up in May, 1980, at the time Caltrans holds their own hearing.

William E. Lucius

4. Time Schedule

a. Notification to Local and Regional Agencies 8/79

b. Environmental Planning Studies

- | | | |
|----|--|-----------|
| 1. | Preliminary design | Completed |
| 2. | Traffic Capacity analysis | 9/79 |
| 3. | Safety/accident impact
evaluation | 9/79 |
| 4. | Maintenance evaluation | 9/79 |
| 5. | Air quality assessment | 10/79 |
| 6. | Noise impact study | 10/79 |
| 7. | Energy Report (A.B. 1575) | 10/79 |
| 8. | Socio-economic/growth
inducement analysis | 10/79 |
| 9. | Historical/Architectural/
Cultural (Sec. 106) clearance | 12/79 |

c. Stage II Work Program 10/79

d. Draft Environmental Document to HQ 12/79

e. Project Report to HQ 12/79

f. Authorization to circulate DED 4/80

- g. Public Hearing 5/80
- h. Project Approval Report and Final
Environmental Document approval 8/80
- i. Route Adoption by CTC 10/80
- j. FHWA project approval 10/80
- k. Plans, Specifications and Estimates
submittal 1/81
- l. Earliest advertisement 5/81 X

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